होता है । बहरहाल, संबंधित प्राधिकारियों को इन गाड़ियों के चालन समय पर कड़ी निगरानी रखने और उनका समय पालन सुनिश्चित करने के निदेश दिये गये हैं ।

जयपुर और मद्रास के बीच फिलहाल कोई गाड़ी नहीं चल रही है ।

ब्यावरा–सिरौन–बीना रेल लाइन का सर्वेक्षण

3761. **श्री राघवजी** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) ब्यावरा–सिरौन–बीना (मध्य प्रदेश) रेल लाइन के सर्वेक्षण का कार्य कब तक आरम्भ होने की संभावना है ;

(ख) इस सर्वेक्षण कार्य के कब तक पूरा होने की संभावना है ; और

(ग) इस कार्य के संपूर्ण सर्वेक्षण में अन्तर्ग्रस्त धनराशि के संबंध में ब्यौरा क्या है तथा इस पर कितना समय लगने की संभावना है ?

रेल मंत्री (श्री सी० के० जाफर शरीफ) : (क) सर्वेक्षण 1995–96 के बजट में शामिल कर लिया गया है ।

(ख) 1996–97 में ।

(ग) सर्वेक्षण की लागत 4.2 लाख रुपये है । 1995–96 में पूरी राशि की व्यवस्था कर दी गई है । सर्वेक्षण पूरा होने में लगभग एक वर्ष लगेगा तथा रिपोर्ट को 1996–97 में अंतिम रूप में दिये जाने तथा प्रस्तुत कर दिये जाने की आशा है ।

Broad gauge line from Ankamali to Madras and Madurai

3762. SHRI O. RAJAGOPAL: Will the Minister of RAILWAYS be be pleased to state:

(a) whether Government have a proposal for a broad gauge rail line from Ankamali near Cochin to Madras and Madurai, if so, the details thereof and at what stage is the proposal; and

(b) whether Government have received any representations suggesting broad gauge rail line linking Ankamali, Madras and Maduraj *via* Thekkady-Thani-Dindigul; if so, what action has been taken thereon and if no action has been taken, the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) and (b) Based on representation received, surveys for new BG railway line on Angamali-Erumeli-Sabari-Thekkadi-Teni-Dindigul route has been taken up. Further consideration of the projects would be possible only after the survey reports becomes aviailable. From Dindigul to Madurai a BG railway line tlready exists. Conversion of Dindigul-Madras MG line to BG is already in progress.

Staff Responsible for Train Accidents

3763. SHRI KRISHNA KUMAR BIRLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have decided to impose stringent penalties on staff responsible for causing train accidents;

(b) if so, the details of train accidents occurring during the last three years and in how many cases the staff was found responsible for those accidents;

(c) the details of penalties awarded to such staff; and

(d) what further steps Government propose to take to avoid recurrence of accidents?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) Yes, Sir. Orders already exist for awarding of punishments to railway staff found responsible for train accidents. The quantum of punishment imposed is based on the gravity and seriousness of the lapse committed in each accidents. The total number of accidents during the last three years and the number of staff found responsible and punished for such accidents are as under:—

Year	No. of Accidents	No. of accidents in which staff were found responsible	No. of staff punished
1992-93	524	363	811
1993-94	520	358	1047
1994-95	501	329*	847@

*Figure is provisional

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(d) The railways view each accident seriously. The areas requiring attention are attended to with a view to prevent recurrence of such accidents.

(i) Nearly 17,000 drivers with less than 10 years active driving service and 40,000 station staff have been subjected to special screening and given crash training.

(ii) Two high level safety teams have been making extensive spot checks and inspections of field installations and practices.

(iii) Stringent penalty to the extent of dismissal or removal from service is being imposed on staff causing serious train accidents.

(iv) Elimination of collision has been made one of the mission areas for the General Managers of the Indian Railways.

(v) Instant Action Groups have been formed on certain dominated trains to check entry of unauthorised passengers in reserved coaches and persons carrying inflammable|explosive material.

(vi) Carriage and wagon examination of rolling stock has been strengthened ad rationalised.

(vii) Track circuiting works on Rajdhani and Shatabdi routes speeded up.

(viii) Overdue track renewals on all important routes are being liquidated.

(ix) Regular inspections are carried out by Officers, inspectors and supervisors to ensure that the staff follow the correct rules and procedures.

(x) Modern safety aids like track circuiting, panel interlocking, axle counters, etc. have been provided to improve safety.

Sale of Railway Ticket through private agents

3764. SHRI YERRA NARAYANASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal to engage private agents to sell railway tickets as in the airlines;

(b) if so the details thereof; and